Derek S. Reveron is associate professor of national security affairs at the Naval War College. He received a diploma from the Naval War College, a master's in political science, and a doctorate in public policy analysis from the University of Illinois at Chicago. His books include Flashpoints in the War on Terrorism *(2006),* America's Viceroys: The Military and U.S. Foreign Policy *(2004), and* Promoting Democracy in the Post–Soviet Region *(2002). He serves as a member of the editorial board of the* Naval War College Review.

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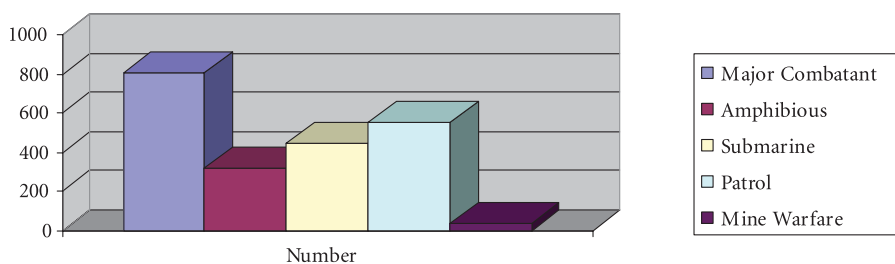| 16. SECURITY CLASSIFICATION OF:			17. LIMITATION OF ABSTRACT	18. NUMBER OF PAGES	19a. NAME OF RESPONSIBLE PERSON
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RESEARCH & DEBATE

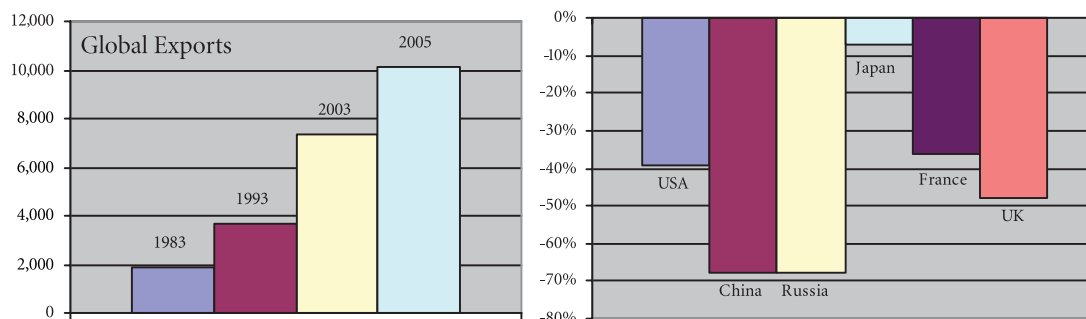## HOW MANY COUNTRIES DOES IT TAKE TO MAKE A THOUSAND-SHIP NAVY?

Derek S. Reveron

While senior Navy leaders caution about taking the "thousand-ship navy" literally (it does not have to be one thousand and will include coast guards, maritime forces, port operators, commercial shippers, and local law enforcement), the importance of maritime cooperation necessitates an understanding of likely contributors. With missions of patrolling choke points, maritime interdiction, and maritime domain awareness, it matters what types of ships are available; draft, endurance, and capabilities dictate what missions can be performed. Of the 18,524 ships listed in the 2007 *Jane's Fighting Ships*, at least 2,108 can be considered potentially available based on size and sustainability (see figure 1).[1]

FIGURE 1
NAVY SHIPS BY TYPE

Underlying the thousand-ship-navy concept is recognition that no single country can keep the oceans safe for trade and other legitimate activities. This is logically based on the importance of seaborne trade, the size of the world's oceans, and globalization. At the same time global trade has increased, and naval fleets have steadily declined since 1989 (see figure 2).[2] While much has been made of China's modernization efforts, its overall fleet

FIGURE 2
RISE OF GLOBAL EXPORTS AND PERCENTAGE DECLINE OF MAJOR NAVIES SINCE 1985

has declined from 1,160 in 1985 to 376 in 2005. Russia experienced the steepest decline, of almost 70 percent.
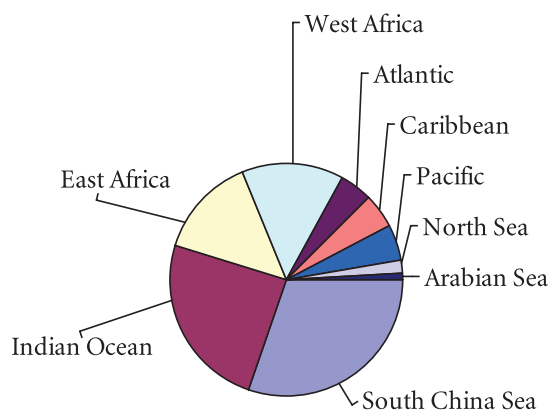
Modern ships are much more operationally capable, but numbers do matter when it comes to maintaining presence and responding to crises with sufficient capacity. If the fleets of China, Russia, the United States, the United Kingdom, France, and Japan were combined, there would be 872 major and minor combatants and submarines. While the United States envisions a thousand-ship navy not controlled or dominated by any one country, under existing mutual defense treaties the United States and its allies could provide 1,114 ships and submarines.

A key question for all maritime planners is where to deploy forces. Not surprisingly, most of the world's navy ships are based outside of important operating areas in the Northern Hemisphere, but the demand for maritime security is in the Southern Hemisphere. This necessitates either new concepts like sea basing or new investments in forward bases and underway replenishment.

FIGURE 3
2006 REPORTS OF PIRACY AND ARMED ROBBERY AGAINST SHIPS

To interdict illegal trafficking and combat piracy, presence matters. Up until 1994, reports of piracy and armed robbery against ships were relatively equally distributed around the world. As global trade increased throughout the 1990s, reports increased in the South China Sea, the Malacca Strait, and the Indian Ocean. In 2006, there were 240 incidents of piracy, which was a 9 percent decrease from 2005 (see figure 3).[3]

NOTES

1. Platform inventories are based on *Jane's Fighting Ships Online*, "Analysis/Spreadsheet: World Naval Ship Fleets" available at www .janes.com. Major combatants include aircraft carriers, cruisers, destroyers, frigates, and corvettes. Amphibious warfare includes helicopter carriers, and assault and landing ships. Auxiliaries, landing craft, research ships, and other noncombat ships (icebreakers, buoy tenders, etc.), and those ships with less than one-thousand-ton displacement were excluded. While the case could be made that vessels of less than a thousand deadweight tons could contribute significantly to the thousand-ship Navy, the larger points to be considered when designing naval coalitions are sustainability and interoperability.

2. Data include only active combat ships and derived from the appropriate years of *Jane's Fighting Ships.* Auxiliaries, landing craft, research ships, and other noncombat ships (icebreakers, buoy tenders, etc.), and those ships with less than one-thousand-ton displacement were excluded. Trade data is in billions of dollars, derived from World Trade Organization, *International Trade Statistics, 2006,* table IV, p. 27, and "Exports of Manufactures of Selected Economies 1990–05," p. 128, available at www.wto.org.

3. International Maritime Organization, *Reports on Acts of Piracy and Armed Robbery against Ships, Annual Report, 2006* (London: 13 April 2007).